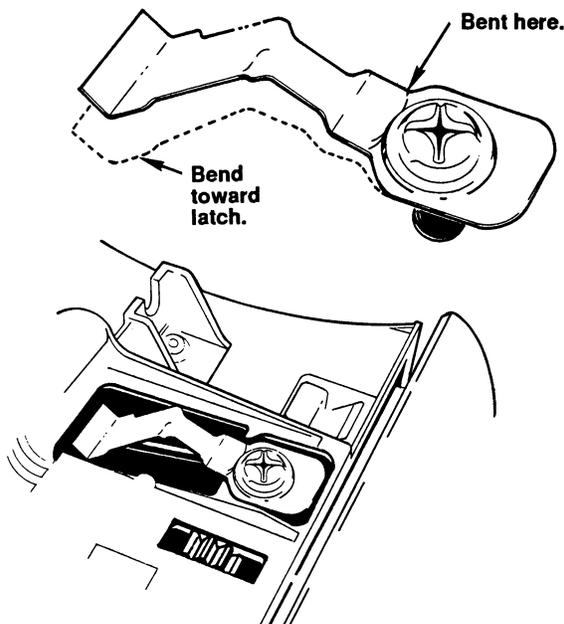




Legend Ashtray Won't Stay In

Pulling a '91 Legend ashtray out, instead of pushing it in and letting it come out by itself, deforms the latch spring. Then the ashtray won't stay in. Luckily, the spring is easily repaired; you don't have to replace the ashtray.

Remove the center console panel as shown on page 20-58 of the S/M. Remove the four screws that secure the ashtray to the panel, then turn the ashtray over. Remove the Phillips screw and the latch spring. Straighten the spring (it usually bends near the screw) so that it applies more pressure to the latch. Reinstall the spring, hold the ashtray upright and level, and check the operation. If the ashtray stays in, the spring tension is OK.



Alarm Sounds When Doors Unlock

When unlocking the doors on a '91 Legend, the door lock switch also sends an unlock signal to the security system control unit. However, if the door lock switch has too much resistance, the door will unlock, but the security system may not disarm.

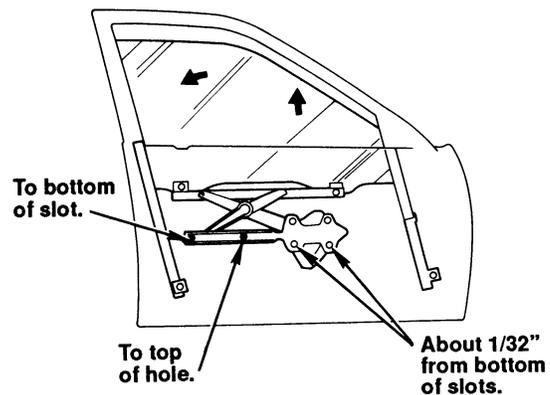
If you encounter this symptom, try turning the key from lock to unlock repeatedly to "clean" the door lock switch contacts. If this doesn't correct the problem, perform the security system input test, then repair as necessary.



Legend Wind Noise from Door Glass

If you're having trouble adjusting the front door glass on a '91 Legend Sedan so that it seals properly at the rear of the door, try the following procedure:

1. Remove the door panel as described on page 20-3 of the S/M.
2. Loosen the two roller guide bolts and the four regulator/motor bolts.
3. Lower the glass a few millimeters. Lift the front of the glass up and push the rear of the glass back into the run channel. Hold the glass in this position.
4. First, tighten the rear roller guide bolt (it should be at the bottom of its adjustment slot). Next, tighten the front roller guide bolt (it should be at the top of its hole). Finally, tighten the four regulator/motor bolts (they should be about 1/32" from the bottom of their adjustment slots).



NOTE: If the door glass doesn't seal in the "A" pillar or mirror area, adjust the roller guide in the opposite direction.



Brake Vibration at PDI

A mild vibration (judder) from the brakes during PDI or at low mileage (less than 500) is usually caused by oxidation on the brake rotors. To remove the oxidation, drive the car at 40-50 MPH, then apply the brakes moderately till the car stops, 8-10 times, at one minute intervals (to give the pads and rotors a chance to cool). Resurfacing the rotors is not necessary.



Legend Memory Seat Beeps

If the memory seat thigh support on a '91 Legend is set at the full down position, the power seat control unit may beep for five seconds or 20 times. To squelch the beeping, instruct the customer to select a position slightly above full down. If the control unit continues to beep, check the seat linkage and motors for excessive friction or binding.



Keyless Entry Panic Feature Explained

If customers complain that the “panic” feature doesn't work on their keyless entry-equipped '91 Legend Sedan, it may be that they're panicking too quickly. The panic feature will sound the alarm whenever the security system is armed. However, the system doesn't arm until 15 seconds after the doors are closed and locked. Some customers apparently test the feature by pushing the panic button before the system arms. In this situation, the alarm won't sound, plus the 15 second timer is reset. Then they push the button again before 15 seconds has elapsed – no alarm, the timer resets – and so on, and so on . . .



S/M Tips

- The terminal 8 (SADC) voltage for Failure Mode F is incorrect in the SRS Troubleshooting voltage chart on page 23-350 of the '91 Legend Sedan S/M. The correct voltage is 0-2.0V, not 10-15V.
- When removing the radio from a '91 Legend Sedan, it's not necessary to remove the center armrest as it says on page 23-224 of the S/M. Only the center console panel needs to be removed.
- Some people have noticed that Mode 6 on the ALB Checker, T/N 07HAJ-SG00100, is not used on '91 Integras, whereas it is used on '90 models. Actually, you don't need to use Mode 6 on any ALB-equipped car. Modes 4 and 5 simulate individual front wheel lock-up; Mode 6 merely simulates both front wheels locking at the same time.



Touch-up Paint Application

As we've mentioned in the past, the nature of brush-on touch-up paint makes it difficult to achieve a perfect match with the factory finish. However, as with any paint job, the preparation and application techniques are the keys to success. Follow the steps outlined (or pass them on to your customers) and we think you'll be quite pleased with the results.

1. Remove any loose flakes of paint. Smooth the edges of the damaged area as much as possible using a *fine* automotive polishing compound. Be careful not to scratch the surrounding area.
2. Clean the damaged area thoroughly with a wax and grease remover.
3. Shake the bottle vigorously for at least 60 seconds – longer if the temperature is below 65 F, or if the paint hasn't been used for several months.
4. Pour some paint on a non-absorbent “pallet” and mix thoroughly. Don't apply the paint directly from the bottle.
5. If the damaged area is narrow, don't use the brush supplied with the paint. Use a fine-point artist's brush.
6. Apply the paint in several thin, even coats to build up the level to match the surrounding area. Allow 10 minutes drying time between coats. Avoid spreading the paint onto the undamaged area.
7. After the paint is completely dry (overnight), use a fine automotive polishing compound to smooth the repaired area.



Legend Key Blanks

The '91 Legend key blanks won't be available until early February. In the meantime, you can use '90 Legend blanks. The only difference is the plastic head.

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